

3.1.8 Cultural Resources

3.1.8.1 Regulatory Setting

The term “cultural resources,” as used in this document, refers to all “built environment” resources (e.g., structures, bridges, railroads, water conveyance systems), culturally important resources, and archaeological resources (i.e., both prehistoric and historic), regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA), as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places (NRHP). Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation (ACHP) the opportunity to comment on those undertakings, following regulations issued by the ACHP (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the ACHP, FHWA, State Historic Preservation Officer (SHPO), and Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA implements the Advisory Council’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities Caltrans. The FHWA’s responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Program (23 United States Code [USC] 327).

The Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) applies when a project may involve archaeological resources located on federal or tribal land. The ARPA requires that a permit be obtained before excavation of an archaeological resource on such land can take place. Coordination with the NAVWPNSTA regarding cultural resources was undertaken for the project between 2009 and 2010. In 2010, an archaeological field survey of a 150 foot wide strip of the northern NAVWPNSTA south of I-405 was conducted for the easement needed for both the proposed project and the SR-22 WCC project. During the survey, no archaeological resources were identified along the perimeter fencing or roads, or within the agricultural fields and drainage ditches. If additional work requiring an ARPA permit is proposed on the NAVWPNSTA, further coordination will be necessary.

The U.S. Department of Transportation Act, Section 4(f) and other laws

Historic properties may also be covered under Section 4(f) of the U.S. Department of Transportation Act, which regulates the “use” of land from historic properties. See Appendix B for specific information regarding Section 4(f).

Historical resources are considered under CEQA, as well as California PRC Section 5024.1, which established the California Register of Historical Resources (CRHR). PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet the National Register of Historic Places listing criteria. It further specifically requires Caltrans to inventory state-owned structures in its ROWs.

3.1.8.2 Affected Environment

A Historic Property Survey Report (HPSR) (August 2011), a Historical Resources Evaluation Report (HRER) (August 2011), and an Archaeological Survey Report (ASR) (August 2011) were prepared for this project.

Archival research was conducted to determine the location of previously documented cultural resources within 0.25-mile and 0.50-mile radii of the Direct Area of Potential Effects (APE) and to help establish a context for resource significance. Pre-field survey research included a records search conducted at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) on May 29, 2009. A supplemental records search was conducted on March 2 and 17, 2010. Orange County Assessor data was accessed through www.realquest.com, which is a real estate data subscription service.

Background research of the area was conducted using CHRIS at the SCCIC. Results of this background research identified 12 known cultural resources within a 0.25-mile radius. Of the 12 resources identified, 3 are historic-period architectural resources that include the Segerstrom ranch consisting of a historic-period farm/ranch complex (P30-176764), historic-period barn (P30-176765), and NAVWPNSTA Seal Beach (P30-179859). The remaining 9 previously recorded resources are archaeological sites, 3 of which are mapped within the Direct APE (CA-ORA-113, CA-ORA-162, and CA-ORA-1352) and discussed further in the project’s ASR. The 6 previously recorded archaeological sites that remain are located outside of the Direct APE within the 0.25-mile search radius.

Area of Potential Effects

The APE was developed between March 2009 and November 2010 in accordance with Attachment 3 of the Section 106 PA among the FHWA, ACHP, SHPO, and Caltrans regarding

compliance with Section 106 of the National Historic Preservation Act, as it pertains to the administration of the Federal-Aid Highway Program in California (Section 106 PA), and includes both the direct archaeological study area (Area of Direct Impact [ADI] or Direct APE) and the historic architectural study (Area of Indirect Impact [AII] or Indirect APE) area. Consistent with Caltrans policies and general cultural resources practices as outlined in the *Standard Environmental Reference (SER) Volume 2: Cultural* (State of California 2008), the archaeological study area consists of the area bounded by the ADI. This ADI became the study area used for archaeological studies because it represents the maximum amount of potential ground disturbances. The ADI includes all currently defined TCEs, access routes, temporary easements, acquisitions, and CSAs (hereafter called Direct APE). The historic architectural study consists of the areas bounded by the ADI and the area of AII. To account for indirect effects, the APE was expanded to include the entirety of legal parcels adjacent to the direct construction footprint. In locations where large undeveloped parcels are located, the APE was limited to the Caltrans ROW or a 200-ft buffer as appropriate (hereafter called Indirect APE).

In addition, the vertical APE was extended in areas to account for a maximum bridge height of approximately 25 ft above grade and for a maximum depth of excavation of approximately 10 ft or 150 ft for augered pilings.

Studies and Methodologies

Historic Architectural Resources

Archival research was conducted to determine the location of previously documented cultural resources proximate to the project and to help establish a context for resource significance. Pre-field survey research included a records search conducted by staff at the SCCIC on May 29, 2009, within a 0.5-mile radius of the project study area for historic architectural resources. It should be noted that different search radii were used for the historical, architectural, and archaeological records searches conducted for this project. A supplemental records search was conducted by Parsons staff on March 2 and 17, 2010, at the SCCIC. The Segerstrom House and Barn, 3315 Fairview Road, Costa Mesa, have been identified by the City of Costa Mesa through a local survey effort as eligible for listing in the NRHP under Criteria A and C; however, this finding was not concurred with by the SHPO or a federal agency, and it had not been entered into the California Historic Resources Inventory.

Architectural field surveys of all properties within the APE were undertaken February 2010 through October 2010 according to standard Caltrans guidelines and procedures (State of California 2008). As a result of this study, Westminster Lanes, located at 6471 Westminster Avenue, Westminster, was determined to appear eligible for listing in the NRHP and the CRHR

under Criteria A and 1, respectively, as a unique element of the historically significant suburban development of Orange County, which occurred following World War II. One district, Leisure World, located in Seal Beach, was determined to appear eligible for listing in the NRHP and the CRHR under Criteria A and B and 1 and 2, respectively, as a result of this survey. All other historic architectural resources located within the APE constructed in or before 1965 were determined to appear not eligible for listing in the NRHP or the CRHR as a result of this survey.

Archaeological Resources

Background research of the area was conducted using the CHRIS at the SCCIC. The areas of the Direct APE that were open (i.e., undeveloped) were subjected to an intensive pedestrian survey for archaeological resources. The survey areas within the Direct APE identified as modern (i.e., less than 50 years old) urban development (e.g., modified natural waterways, medians, interchange landscaping, city streets, parking lots and driveways, and parks and recreational facilities) were subject to windshield survey. All previously recorded cultural resources recorded in the Direct APE were intensively field checked to determine the present condition of these resources.

In addition to the site records and reports on file at the SCCIC, historic maps were also reviewed and include: 1896 and 1902 United States Geological Survey (USGS) Tustin, Newport Beach, Seal Beach, and Los Alamitos 7.5" Quadrangles. The maps were reviewed to determine if the historical record contains any additional information to indicate the potential for historic, prehistoric, and/or protohistoric archaeological deposits within the area. The review of these maps showed the evolution of the physical development of the area, including the development of roads, railroads, and communities, but did not contain any information of archaeological interest.

The following sources were also consulted for this project:

- National Register of Historic Places, 2009
- California Register of Historical Resources, 2009
- California Historical Landmarks, 2009
- California Points of Historical Interest, 2009
- California Historic Property Data File for Orange County, February 2009
- Native American Heritage Commission

Coordination meetings with the NAVWPNSTA regarding cultural resources transpired between 2009 and 2010. The NAVWPNSTA indicated that the proposed easement area had been previously surveyed by both the Navy and during the course of the SR-22 WCC Project and no further survey or investigation was necessary given that the easement was identical for both the

SR-22 WCC and I-405 Improvement projects. As a condition of transferring the 20 foot easement proposed along the northern boundary of the NAVWPNSTA south of I-405, the NAVWPNSTA required various Cost to Cure activities be undertaken on their property. The Cost to Cure Items included installing new perimeter fencing 30 feet to the south, installing new perimeter safety lighting, utilities, realignment of security/perimeter/farm roads, and replanting of the dust break. The 20 foot easement and the Cost to Cure Items on the NAVWPNSTA were addressed in a 2nd Supplemental HPSR (SHPSR) prepared for the SR-22 WCC Project in 2010. At that time, a 150 foot wide archaeological survey along the northern NAVWPNSTA was conducted and no cultural resources were identified within the agricultural fields, drainage ditch, perimeter/farm roads or dust break. These Cost to Cure Items were subsequently constructed during the SR-22 WCC Project in 2011 with the NAVWPNSTA requirement that work be monitored for Native American resources. Construction activities within the NAVWPNSTA were monitored by a qualified Archaeologist and Native American from the Gabrielino community. As a result of monitoring construction activities within the northern boundary of the NAVWPNSTA, only one isolate, an historic bottle was identified.

Study Findings

Historic Architectural Resources

As a result of this study, it was determined that there are 340 properties located within the APE that required evaluation. The buildings/structures associated with the NAVWPNSTA Seal Beach NRHP-eligible historic district are located outside of the project APE and were not included in this survey. Of the 340 buildings and/or structures evaluated for this study that were constructed in or before 1965, one site, Segerstrom House and Barn, located at 3315 Fairview Avenue, Costa Mesa, was previously determined to appear eligible for listing in the NRHP (CRHR status code 3S). Two resources were determined to appear eligible for listing in the NRHP and the CRHR as a result of this study. Leisure World, 1901 Golden Rain Road, Seal Beach, was determined to appear eligible for listing in the NRHP and the CRHR as a historic district. Westminster Lanes, located at 6471 Westminster Avenue, Westminster, was determined to appear eligible for listing in the NRHP and the CRHR as an individual resource. No additional historic architectural resources were found eligible for listing in the NRHP and the CRHR as a result of this study. No historical archaeological resources were identified within the APE.

Segerstrom House and Barn, 3315 Fairview Road, Costa Mesa

The Segerstrom House and Barn have been associated with the Segerstrom farm since they were constructed and have been used continuously in this function. Both buildings appear to be unaltered, and they appear to retain all aspects of integrity. Three modern metal ancillary buildings are located on the parcel and are not considered to be historic properties because they are less

than 50 years of age and are of utilitarian design and construction. The residence and barn were previously determined to appear eligible for listing in the NRHP (CRHR status code 3S) on the local level by the City of Costa Mesa. The period of significance dates to 1915, the year the building was constructed, and 1928, the year the barn was constructed. The boundary for the historic property/historical resource is the legal parcel boundary, which does not include the fields.

As a result of this study, the SHPO concurred on October 20, 2011 (Appendix I), that the Segerstrom House is eligible under Criterion C as an excellent, intact example of Craftsman styling in Costa Mesa; however, the SHPO did not have sufficient information at that time to concur that the property is eligible under Criterion A and recommended that Caltrans move forward and leave the property's eligibility under Criterion A as indeterminate given that no effects were proposed to the property.

The proposed project is located within the Caltrans ROW adjacent to this property and it would not be directly affected by the project. Furthermore, these resources are located in a highly urban area adjacent to heavily traveled arterial streets and existing freeways, and they are already subject to air quality and noise impacts. The proposed project is not anticipated to substantially increase these indirect impacts; therefore the proposed project would not result in a substantial increase in existing audible, visual, or atmospheric impacts, which are adverse effect criteria as defined in 36 CFR Section 800.5(a)(2). For these reasons, a finding of No Historic Properties Affected was determined appropriate.

Leisure World, 1901 Golden Rain Road

The tracts were evaluated as a historic district to fully understand the post-war suburbanization wave that resulted in much of Orange County being developed during the same time period. The subdivision is associated with an important real estate development trend in Seal Beach and Orange County in general (the post-World War II suburbanization boom). Leisure World was a multi-phased development that initially opened to great fanfare in 1963. Leisure World was one of the largest senior living communities to open at this time. Furthermore, Leisure World was the first senior citizen community to feature medical care and drugs, excluding hospitalization, in monthly mortgage payments (*Los Angeles Times* 1962). In addition, based on the integrity threshold established for this project, Leisure World possesses 55 percent integrity. Leisure World played a significant role in the development of Seal Beach and Orange County during this time period because it established a new model of senior citizen communities and was a major attractor of senior citizens to the area.

Leisure World was the brain child of Ross Cortese. Cortese was highly regarded for his role in the real estate development of Orange County based upon numerous articles related to his

projects, and he also was the recipient of awards and honors, such as was bestowed upon him by USC and SCE (*Los Angeles Times* 1965); therefore, Leisure World appears eligible for listing in the NRHP and the CRHR under Criteria A and B, and 1 and 2, respectively, with a local level of significance. The period of significance is 1963, which is the year construction began. The district is bounded by the Orange County line on the west, SR-22 West and I-405 to the north, Seal Beach Boulevard to the east, and Westminster Avenue to the south.

As a result of this study, the SHPO responded on October 20, 2011 (Appendix I), that there was not enough information at that time to either concur or disagree on the eligibility of this property, and given that Caltrans is making a finding of No Historic Properties Affected for this undertaking, it would be expedient for Caltrans to move forward leaving the eligibility of this property indeterminate.

The proposed project is located within the Caltrans ROW adjacent to Leisure World and no direct effects are proposed. Furthermore, these resources are located in a highly urban area adjacent to heavily traveled arterial streets and existing freeways, and they are already subject to air quality and noise impacts. The proposed project is not anticipated to substantially increase these indirect impacts; therefore the proposed project would not result in a substantial increase in existing audible, visual, or atmospheric impacts, which are adverse effect criteria as defined in 36 CFR Section 800.5(a)(2). For these reasons, a finding of No Historic Properties Affected was determined appropriate.

Westminster Lanes, 6471 Westminster Avenue

Research was conducted in the Westminster public records, the Westminster public library, the historical *Los Angeles Times*, and the Internet. Research indicates Westminster Lanes was the first bowling alley in Westminster, and it remains the only bowling alley in the city. The bowling craze bloomed in southern California in the 1940s and 1950s, and this bowling alley reflects the suburban sprawl of development in Orange County that occurred at this time. Westminster Lanes appears eligible for listing in the NRHP and the CRHR under Criteria A and 1, respectively, with a local level of significance, because it is a unique element of the suburban development of Orange County. The period of significance is 1960, which is the year the building was constructed. The boundary is the legal parcel boundary upon which the building is located.

As a result of this study, the SHPO responded on October 20, 2011 (Appendix I), that there was not enough information at that time to either concur or disagree on the eligibility of this property, and given that Caltrans is making a finding of No Historic Properties Affected for this undertaking, it would be expedient for Caltrans to move forward leaving the eligibility of this property indeterminate.

The proposed project is located within the Caltrans ROW adjacent to this property and no direct effects are proposed. Furthermore, this resource is located in a highly urban area adjacent to heavily traveled arterial streets and existing freeways, and they are already subject to air quality and noise impacts. The proposed project is not anticipated to substantially increase these indirect impacts; therefore the proposed project would not result in a substantial increase in existing audible, visual, or atmospheric impacts, which are adverse effect criteria as defined in 36 CFR Section 800.5(a)(2). For these reasons, a finding of No Historic Properties Affected was determined appropriate.

Additionally, 332 built environment resources were determined ineligible for the NRHP as a result of this study. On October 20, 2011, the SHPO concurred with these findings.

Archaeological Resources

CA-ORA-113

This site was originally recorded in 1961. It was noted to be located in a tomato field and consisted of a shell midden roughly 200 yards in diameter by 2 ft in depth. At the time of recordation, the site showed disturbance with the presence of farm equipment and roads going over the site. Artifacts observed included three basalt choppers and one sandstone scraper; also noted on the surface was a distal portion of a humerus. In 1965, the site was updated and the choppers and the humerus fragment were collected. Further disturbance was noted onsite from heavy construction equipment in the area due to the construction of a highway on-ramp bridge for I-405, and it was reported at that time that the site had been destroyed during these construction activities (Ahlering 1973:19). Subsequent surveys reported that the location of CA-ORA-113 had been heavily impacted by construction of a shopping center, street, and parking lots in the area of the site (Desautels and Roeder 1978:9) and also assumed that the site had been destroyed. In 2003, a Jones & Stokes cultural investigation in the area of CA-ORA-113 also describes this site as destroyed (2003).

During the pedestrian survey for this project, it was noted that the area where the site is reported to occur had been previously graded to construct the I-405 on-ramp bridge, streets, parking lots, and commercial buildings to an unknown depth. Based on the geomorphology of the area, the site is located atop young Holocene/Late Pleistocene age, poorly consolidated, loose/medium dense sandy alluvial fan deposits (Qyfa) associated with the Santa Ana River and San Gabriel River systems. These types of soils are generally present in the upper 30 to 60 ft of native soil in this area. The Holocene/Late Pleistocene age deposits with a coarser grain size tend to have a higher depositional energy and, as a result, have a lower potential for preservation of buried prehistoric archaeological deposits; however, the geotechnical study for the project concluded

that I-405 has an average of 3 to 8 ft of fill across most areas and up to 30 ft of fill at overpasses and underpasses above original grades (Group Delta Consultants 2010a).

Based on this research, site investigation, geomorphology, and previous findings in this area, it was concluded that 3 to 8 ft of fill overlying the Direct APE, and up to 30 ft at overpasses and underpasses, which would have required grading prior to deposition of fill, have little to no potential that there remains any intact, significant portions of this site preserved below this fill. Additionally, the type of construction planned in the location does not propose to disturb intact native sediments below fill; therefore, the proposed project would appear to have no effect to this previously recorded site because intact cultural deposits have been documented as being destroyed or, at the least, their integrity has been completely compromised.

CA-ORA-162

This site was originally recorded in 1965 in association with construction of I-405. It consisted of a shell midden roughly 150 yards long in a north/south axis. At the time of recordation, it was noted that the site had been almost totally destroyed by construction activities for the freeway and that a 0.5-mile-long drainage ditch had gone through the site. Additionally, it was noted that the remaining site sections showed signs of substantial surface disturbance due to the presence of heavy equipment. At the time of recordation, testing was strongly recommended, but there is no evidence to indicate that testing was implemented. A more recent cultural investigation completed by Jones & Stokes in the area of CA-ORA-162 describes the site as being destroyed “during urban construction projects” (2003: 2), and in 2009, a cultural resources investigation on behalf of the Federal Emergency Management Agency (FEMA) channel improvements project noted that “[a]rtifacts were not observed” at CA-ORA-162” (URS, 2009: 4-1).

During the pedestrian survey for this project, it was noted that the area where the site is reported to exist had been previously graded to an unknown depth for construction of the I-405 on-ramp bridge, streets, parking lots, and commercial buildings. Based on the geomorphology of the area, the site is located atop young Holocene/Late Pleistocene age, poorly consolidated, loose/medium dense sandy alluvial fan deposits (Qyfa) associated with the Santa Ana River and San Gabriel River systems. These types of soils are generally present in the upper 30 to 60 ft of native soil in this area. The Holocene/Late Pleistocene age deposits with a coarser grain size tend to have a higher depositional energy and, as a result, have a lower potential for preservation of buried prehistoric archaeological deposits; however, the geotechnical study for the project concluded that I-405 has an average of 2 to 8 ft of fill across most areas and 25 to 30 ft of fill at overpasses and underpasses above original grades (Group Delta Consultants 2010a).

Based on this research, site investigation, geomorphology, and previous findings in this area, it was concluded that there is approximately 2 to 30 ft of fill in this general location, and the degree of previous grading is unknown. Given the fact that there is an average of 3 to 8 ft of fill overlying the Direct APE, and up to 30 ft at overpasses and underpasses, which would have required grading prior to deposition of fill, there is little to no potential that there remain any intact, significant portions of this site preserved below this fill. Additionally, the type of construction planned in the location does not propose to disturb intact native sediments below fill; therefore, the proposed project would appear to have no effect to this previously recorded site because intact cultural deposits have been documented as being destroyed or, at the least, their integrity has been completely compromised.

CA-ORA-1352

Site CA-ORA-1352 was originally recorded in 1979 on the north side of I-405 by David Van Horn. The site was reported to consist of chione and oyster shell but no artifacts were observed; testing was recommended (Van Horn 1979). In 1980, a subsurface testing program was carried out at CA-ORA-1352, with negative results for cultural material. The subsurface test program determined that the shell was redeposited at this location as part of modern fill and was later confirmed by subsequent subsurface investigations (Van Horn 1980, Davy 1997). Subsequent surveys described the area where the site was located as no longer in existence, with an office complex of recent vintage occupying the location (Love 2002:1).

During the pedestrian survey for this project, it was noted that the area where the site is reported to previously occur had been previously graded to an unknown depth to construct the office complex. Based on the geomorphology of the area, the area is located atop young Holocene/Late Pleistocene age, poorly consolidated, soft/medium stiff alluvial fan and valley clay deposits (Qyfc) associated with the Santa Ana River and San Gabriel River. These types of soils are generally present in the upper 30 to 60 ft of native soil in this area. The Holocene/Late Pleistocene age deposits with a finer grain material tend to have a higher potential to preserve prehistoric archaeological deposits; however, the geotechnical study for the project concluded that I-405 has an average of 2 to 8 ft of fill across most areas and 25 to 30 ft of fill at overpasses and underpasses above original grades (Group Delta Consultants 2010a). In addition, the paleontological study for the project states that previous earthworks that were conducted for the I-405 construction include fill with redeposit shells of marine mollusks, concluding that marine mollusks were found at 85 percent of the overcrossings, both railroad overheads, and the pedestrian overcrossings (Stewart 2010). Based on this research, the geotechnical and paleontological studies, and previous findings in this area, it was determined that this site was recorded on modern fill and is not an archaeological resource.

CA-ORA-1502

This site, CA-ORA-1502, is located adjacent to the indirect APE and contains known sensitive surface and subsurface archaeological deposits. The original site record states that the condition of the site is poor and that all artifacts observed are representative of secondary deposition, most likely resulting from flood control channel dredging (Case and Carrico 1999). Subsequent testing of this site was “evaluated and determined to be eligible for the NRHP under Criterion D” (Caltrans 2010; cf. Underwood and Cleland 2002).

Proposed project activities in the vicinity of CA-ORA-1502 involve restriping over existing pavement; such activities would not have an effect on this site. Should proposed project activities in the vicinity of CA-ORA-1502 be modified to include subsurface disturbance that may potentially affect the site, supplemental Section 106 documentation and coordination will be required for Section 106 compliance. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At that time, the person who discovered the remains will contact Caltrans Environmental Analysis Cultural Resources Branch so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

3.1.8.3 Environmental Consequences

Permanent Impacts

No Build Alternative

Under the No Build Alternative, there would be no changes to the highway configuration and no improvements made; therefore, there would be no permanent impacts to resources or properties of historic significance.

Build Alternatives

The proposed project would be located within the Caltrans ROW adjacent to the historic properties/historical resources and would not result in a direct impact on these resources. Furthermore, these resources are located in a highly urban area adjacent to heavily traveled arterial streets and existing freeways, and they are already subject to air quality and noise

impacts. The proposed project is not anticipated to substantially increase these indirect impacts; therefore, the proposed project would not result in a substantial increase in existing audible, visual, or atmospheric impacts. For these reasons, a finding of No Historic Properties was determined appropriate for this project.

If unknown cultural resources are unearthed during construction, all work within the immediate area of the find would cease until a qualified archaeologist can assess the nature of the find. Implementation of measures CUL-1 and CUL-2 would reduce the potential impacts related to the discovery of previously unknown cultural resources. If any buildings and/or structures in the project APE are determined eligible for listing in the NRHP subsequent to finalizing the Final EIR/EIS, then such buildings and/or structures shall not be destroyed or significantly altered as part of construction of this project. Proper coordination shall be undertaken with the entity responsible for such listing (CUL-3). Incorporated by reference is CUL-4, the NAVWPNSTA monitoring requirement included in the 2010 *Environmental Re-evaluation/Addendum for the State Route 22/West Orange County Connection FEIS/EIR – Phase II Navy Cost to Cure Items*. CUL-4 requires a qualified Native American and qualified Archaeologist monitor earthmoving activities associated with project construction in the vicinity of the NAVWPNSTA Seal Beach, located along the south of I-405 within the project limits. The areas along the southern I-405 and the northern boundary of the NAVWPNSTA property that require monitoring, will be designated as an Archaeological Monitoring Area (AMA) on the final plans and included in the specifications and estimates for the project. The Native American and Archaeologist will prepare daily monitoring logs and a final report summarizing findings will be submitted to both Caltrans and the Navy following construction completion. The proposed project would not result in a “use” of a Section 4(f) historic resource (see Appendix B).

Native American Coordination

A records search of the Sacred Lands File maintained by the California NAHC was conducted in July 2009 and a response from the NAHC was received in September 2009. According to the NAHC, no cultural resources within their Sacred Lands Files are located within the Direct APE. The NAHC provided a list of Native American individuals and organizations to contact for further information. Letters and maps were sent to these contacts to inform the individuals and organizations about the project, to inquire if they knew of any unrecorded Native American cultural resources or other areas of concern within or adjacent to the Direct APE, and to solicit comments in regard to the project.

The NAHC was again contacted in May 2010 for supplemental information due to revisions in the original project limits. According to the NAHC, no cultural resources within their Sacred

Lands Files are located within the Direct APE. The NAHC provided a new list of Native American contacts that may have an interest in the project. URS Corporation followed up with another letter to the individuals and organizations to solicit their comments. Follow-up phone calls were made in June 2010. Anthony Morales, Chairperson for the Gabrielino Tongva, inquired as to the extent of the project, if any Native American observers would be included during the field survey and, if not, he would appreciate being kept apprised of the results, noting that sites may be located near the San Gabriel River, Bolsa Chica Creek, and the NAVWPNSTA Seal Beach. Of the tribal representatives contacted, Sonia Johnston, Tribal Vice Chairperson of the Juaneño Band of Mission Indians, and Anita Espinosa of the Juaneño Band of Mission Indians, responded and indicated that they were not aware of cultural resources located within the APE, but they requested to be informed in the event cultural resources are discovered during ground-disturbing activities. No other responses were received.

Temporary Impacts

No Build Alternative

The existing conditions under the No Build Alternative would provide no additional lanes or interchange improvements to the I-405 corridor; therefore, the No Build Alternative would not result in an adverse impact related to cultural resources.

Build Alternatives

The proposed project would be located within the Caltrans ROW adjacent to the historic properties/historical resources. Construction staging and lay-down areas would not be allowed within or adjacent to these sites. Standard BMPs would minimize dust. Detour routes are anticipated to utilize the existing and heavily traveled arterial roadway network. Temporary rerouting of traffic would not temporarily increase noise and vibration levels to an adverse level in which damage would result. Due to a ramp closure, it is expected traffic would be rerouted on Fairview Road in Costa Mesa adjacent to the Segerstrom House; however, the temporary detour would not result in an adverse impact to the historic property. A temporary signage plan has not been completed, but it is anticipated the signs would be located temporarily within Caltrans ROW; construction impacts are not proposed for these historic properties/historical resources.

The proposed project would not result in a “use” of a Section 4(f) historic resource (see Appendix B).

3.1.8.4 Avoidance, Minimization, and/or Mitigation Measures

Because Alternatives 1, 2, and 3 would not adversely affect NRHP-listed or eligible for listing historic properties and would result in a finding of no historic properties affected by this undertaking, the following measures are included:

- CUL-1:** Work shall be halted in the vicinity of any previously known or unknown buried cultural materials unearthed during construction until a qualified archaeologist can assess the significance of the materials. Any further mitigation measures required will be developed in accordance with the requirements of Caltrans Section 106 PA – Stipulation XV in accordance with 36 CFR 800.13. Any mitigation measures required by the archaeologist will be implemented, including, if necessary, supplemental environmental documentation.
- CUL-2:** If human remains and associated artifacts are encountered during ground-disturbing activities, then the provisions of Public Law 101-601, Section 5097.98 and .99 of the PRC, and Section 7050 of the Health and Safety Code, will be followed. Any further mitigation measures required shall be developed in accordance with the requirements of 36 CFR 800.13, the post review discovery provision of the regulations implementing Section 106 of the NHPA.
- CUL-3:** If any buildings and/or structures in the project APE are determined eligible for listing in the NRHP subsequent to finalizing the Final EIR/EIS, then such buildings and/or structures shall not be destroyed or significantly altered as part of construction of this project. Proper coordination shall be undertaken with the entity responsible for such listing.
- CUL-4:** Navy requirement that a qualified Native American and qualified Archaeologist monitor earthmoving activities associated with project construction in the vicinity of the NAVWPNSTA Seal Beach, located along the south of I-405 within the project limits. The areas along the southern I-405 and the northern boundary of the NAVWPNSTA property that require monitoring, will be designated as an Archaeological Monitoring Area (AMA) on the final plans and included in the specifications and estimates for the project. The Native American and Archaeologist will prepare daily monitoring logs and a final report summarizing findings will be submitted to both Caltrans and the Navy following construction completion.